

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	China	REPORT NO.	<input type="text"/>	25X1
SUBJECT	Port Information, Taku Bar and Tsingtao	DATE DISTR.	29 March 1954	
		NO. OF PAGES	2	
25X1 DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	
PLACE ACQUIRED	<input type="text"/>	REFERENCES		

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(FOR KEY SEE REVERSE)

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1. ship reached Taku Bar, dropping anchor east-northeast of the lightship about 4.5 miles from shore. The ship was boarded by a pilot and 20 persons, including customs, passport and sanitation officials, and soldiers. The anchorage was approved by the pilot. The boarding party sealed the radar and radio equipment and entry formalities, made in English, took about two and one-half hours. interpreter was available, but was not needed. Ships in the roadstead included a large Soviet ship moored close to the lightship, a Japanese vessel to the east of the lightship, and a large British ship with a blue stack and a black stack-top and another large ship anchored southwest of the lightship. 25X1
 2. The ship's loading gear took on in 48 hours 2,800 tons of seeds from iron lighters; some of the lighters were new. Each of the six cargo hatches was worked by 15 longshoremen, who were relieved every twelve hours and had longer breaks than previously. An interpreter, a customs officer and two soldiers remained aboard; they wore shorts and khaki shirts. The longshoremen wore blue dungaree trousers. Hot meals were brought alongside by lighter or tugboats every four hours.
 3. At 1700 hours ship reached Tsingtao. Entry formalities took about three and one-half hours. Although a clearance certificate issued in Taku was produced, most of the lists had again to be filled in. The ship's stores, whose seals were still unbroken, were sealed again and cameras, binoculars, pyrotechnical equipment and two revolvers were sealed in a separate cupboard. The cargo, which was loaded on the south side of the middle pier and consisting of soy beans, seeds, tobacco, goatskins, bristles, bamboo, and raw silk, was brought alongside by trucks from the low sheds and by railroad cars. In rainy weather the coolies on orders of their foremen closed the hatches over the protests of the ship's officers; the interpreter stated that only Chinese could give orders in China. Two cabins were made available to the policemen and the tally clerks.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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4. [] was berthed on the north side of the middle pier. A Norwegian and a British ship were at the north pier and a small British steamer of about 2,000 gross tons was at the south pier. A landing craft took on bales alongside the quay close to a small basin to the starboard side of the incoming vessel. Two or three junks also loaded and unloaded cargo there.

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